

AG Contract No. KR95 2062TRN  
ADOT ECS File No. JPA 95-164  
Project: H4066 01X  
Section: Conference on Womens  
Travel Issues

**INTERAGENCY AGREEMENT**  
BETWEEN  
THE ARIZONA DEPARTMENT OF TRANSPORTATION  
AND  
THE ARIZONA BOARD OF REGENTS  
ACTING FOR AND ON BEHALF OF  
THE UNIVERSITY OF ARIZONA

THIS AGREEMENT is entered into 20 October, 1995,  
between agencies of the STATE OF ARIZONA, to wit; the  
DEPARTMENT OF TRANSPORTATION, acting by and through its  
HIGHWAYS DIVISION (the "ADOT") and the UNIVERSITY OF ARIZONA,  
acting by and through its BOARD OF REGENTS (the "U of A").

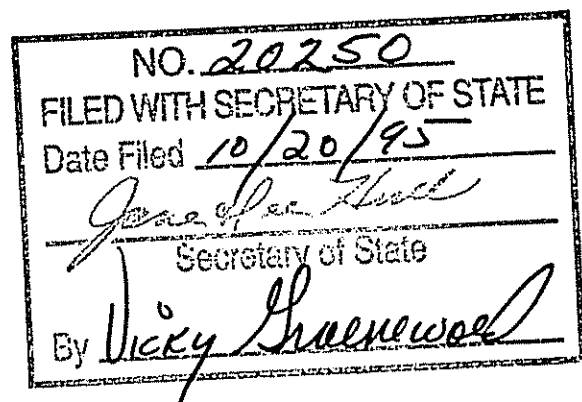
I. RECITALS

1. The ADOT is empowered by Arizona Revised Statutes  
Section 28-108 and 28-112 to enter into this agreement and has  
by resolution, a copy of which is attached hereto and made a  
part hereof, resolved to enter into this agreement and has  
delegated to the undersigned the authority to execute this  
agreement on behalf of the ADOT.

2. The U of A is empowered by Arizona Revised Statutes  
Section 15-1625 to enter into this agreement and has authorized  
the undersigned to execute this agreement on behalf of the U of  
A.

3. The Federal Highway Administration has encouraged  
research and identification of various travel related issues,  
and has approved a ADOT administered U of A two year grant  
(\$87,500 for federal FY95 and, contingent upon FY96  
availability of funds, \$62,500.00 for federal FY96) for the U  
of A to conduct a national "Conference on Women's Travel  
Issues". This agreement is to define the terms of the transfer  
and expenditure of those funds.

THEREFORE, in consideration of the mutual agreements expressed  
herein, it is agreed as follows:



## II. SCOPE

### 1. The ADOT will:

a. Provide the U of A federal funds in the amount of up to \$150,000.00, for activities performed directly relating to the program. Retain the option to review and approve any subcontracts and progress/final reports.

### 2. The U of A will:

a. Develop, promote and conduct the conference in support of the FHWA's "Multisource Analysis of Travel Behavior" program. Apply funding to conference work activities generally in accordance with Exhibit A, which is attached hereto and made a part hereof, and applicable Federal and State laws, rules and regulations.

b. Invoice the ADOT in a total amount not to exceed \$87,500.00 for FY95 and, contingent upon the availability of FY96 funds, \$62,500.00 for FY96. Allow 45 - 60 days for payment receipt. Upon completion of the conference, provide a report summarizing the significant conference results, and the U of A's evaluation and recommendations for any future conference. Send reports to ADOT, ITD-TPG, 206 S. 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007.

## III. MISCELLANEOUS PROVISIONS

1. The primary interest of the Arizona Department of Transportation in this agreement is to convey federal pass through funds for the use and benefit of the U of A by reason of State and Federal law under which funds for the activities are authorized to be expended.

2. This agreement shall become effective upon execution by the parties hereto, and shall remain in force and effect until completion of said activities and reimbursements or 28 February 1997, whichever is later; provided, however, that this agreement may be cancelled at any time prior to the commencement of performance, upon thirty (30) days written notice to the other party.

3. Should the work contemplated under this agreement be completed at a lower cost than the reimbursed amount, or disallowed after ADOT audit, or for any other reason should any of these funds not be expended, a proportionate amount of the funds provided shall be reimbursed to the ADOT.

4. The parties hereto recognize that the performance by the the Arizona Board of Regents for and on behalf of the University of Arizona may be dependent upon the appropriation of funds by the state legislature of Arizona. Should the legislature fail to appropriate the necessary funds or if the University's appropriation is reduced during the fiscal year, the Board of Regents may reduce the scope of the agreement or cancel the agreement. The U of A will notify the ADOT as soon as reasonably possible after the unavailability of funds comes to the Board's attention.

5. This agreement may be cancelled in accordance with Arizona Revised Statutes Section 38-511 as regards conflicts of interest on behalf of State employees.

6. The provisions of Arizona Revised Statutes Section 35-214 pertaining to audit are applicable to this contract. The parties hereto agree to be bound by applicable state and federal rules governing Equal Employment Opportunity and Non-Discrimination.

7. In the event of any controversy which may arise out of this agreement, the parties hereto agree to abide by required arbitration as is set forth in Arizona Revised Statutes Section 12-1518.

8. All notices or demands upon any party relating to this agreement shall be in writing and shall be delivered in person or sent by mail addressed as follows:

Arizona Department of Transportation  
Joint Project Administration  
205 South 17 Avenue, Mail Drop 616E  
Phoenix, AZ 85007

The University of Arizona  
Business Manager, Drachman Institute  
819 East First Street  
Tucson, AZ 85721

(and)

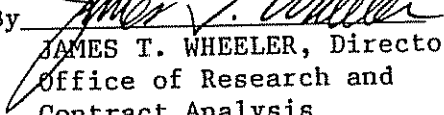
The University of Arizona  
Director, Office of Research and Contract Analysis  
2030 East Speedway Blvd., # 222  
Tucson, AZ 85719

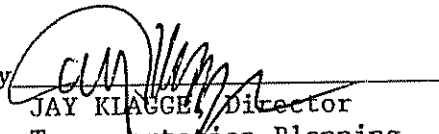
9. Attached hereto and incorporated herein is the written determination of legal counsel that the parties are authorized under the laws of this State to enter into this agreement and that the agreement is in proper form.

IN WITNESS WHEREOF, the parties have executed this agreement the day and year first above written.

**ARIZONA BOARD OF REGENTS**  
**The University of Arizona**

**DEPARTMENT OF TRANSPORTATION**  
Department of Transportation

By   
JAMES T. WHEELER, Director  
Office of Research and  
Contract Analysis

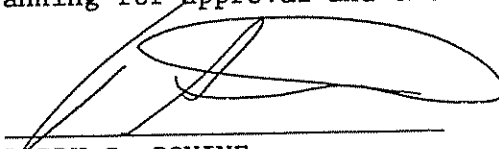
By   
JAY KLAGGE, Director  
Transportation Planning

Make checks payable to:  
UNIVERSITY OF ARIZONA FRS# 4140.50  
P. O. BOX 44390  
TUCSON, AZ 85733-4390  
Federal Tax No. 86-6004791

RESOLUTION

BE IT RESOLVED on this 29th day of August 1995, that I, the undersigned LARRY S. BONINE, as Director of the Arizona Department of Transportation, have determined that it is in the best interests of the State of Arizona that the Department of Transportation, acting by and through the Highways Division, to enter into an agreement with the University of Arizona for the purpose of defining responsibilities for the pass through of FHWA funds to the University to conduct a conference on Womens Travel Issues.

Therefore, authorization is hereby granted to draft said agreements which, upon completion, shall be submitted to the Director, Transportation Planning for approval and execution.



for LARRY S. BONINE  
Director

INTERAGENCY SERVICE AGREEMENT

DETERMINATION

AGENCY NAME: Arizona Department of Transportation

AWARD EFFECTIVE DATE: Upon filing with Secretary of State or  
Pima County Recorder

TERMINATION DATE: September 30, 1997, or until terminated,  
whichever occurs first.

AMOUNT: \$150,000

PURPOSE: To conduct a conference on women's travel issues  
and provide follow-up services, including  
publication of conference results and coordination  
of conference recommendations.

UNIVERSITY COLLEGE/DEPARTMENT: Drachman Institute

The undersigned has determined that the foregoing agreement is in  
proper form and is within the powers and authority granted under  
the laws of the State of Arizona to the Board of Regents.

Dated this 25th day of September, 1995.

Joel Sideman, Counsel  
Arizona Board of Regents

By   
Thomas M. Thompson



STATE OF ARIZONA

OFFICE OF THE ATTORNEY GENERAL  
1275 WEST WASHINGTON, PHOENIX 85007-2926

GRANT WOODS  
ATTORNEY GENERAL

MAIN PHONE : 542-5025  
TELECOPIER : 542-4085

INTERGOVERNMENTAL AGREEMENT  
DETERMINATION

A. G. Contract No. KR95-2062-TRN, an agreement between public agencies, has been reviewed pursuant to A.R.S. §11-952, as amended, by the undersigned Assistant Attorney General who has determined that it is in the proper form and is within the powers and authority granted to the State of Arizona.

No opinion is expressed as to the authority of the remaining parties, other than the State or its agencies, to enter into said agreement.

DATED this 16th day of October, 1995.

GRANT WOODS  
Attorney General

A handwritten signature in dark ink, appearing to read "James R. Redpath", is written over a horizontal line.

JAMES R. REDPATH  
Assistant Attorney General  
Transportation Section

JRR:lsr  
8957G/35

## **THE SECOND NATIONAL CONFERENCE ON WOMEN'S TRAVEL ISSUES**

### **I. BACKGROUND**

In 1978 the U.S. Department of Transportation sponsored the first national conference which rigorously compared the travel patterns of women and men at different stages of their lives or living in different kinds of households. The Conference was controversial because many people believed that the only differences in the travel patterns of men and women were those dictated by economics; since women often did not have paid employment and had lower incomes when they did work outside the home, their travel patterns were different than those of employed men with higher incomes.

There was little respect for the view that activity patterns and thus travel needs could differ among people with comparable economic backgrounds because of differences in household roles and childcare responsibilities, the location of employment opportunities, cultural and ethnic norms and expectations, safety and security concerns, and/or discrimination in housing and labor markets.

Moreover, even within the standard economic explanation of travel behavior there was little concern with the transportation problems that accompanied low income: those of the persistently poor--who were largely women, or of older people who lacked mobility--again largely women, or of those with physical impairments--again disproportionately women.

The Conference was held September 7-8 at the National Academy of Sciences and was widely acknowledged as a major success. A variety of female and male scholars presented peer-reviewed papers which addressed long ignored issues; presentations ranged from descriptions of differences in perceptions of transit security by men and women to evaluations of differences in what men and women look for when buying a car. A major focus of many presentations was the travel patterns of single mothers and women employed outside the home. The Conference sessions raised serious questions of how well then-current planning methodologies captured variations in travel patterns and needs. The papers were published in a book, Women's Travel Issues; many of the papers are still routinely cited.

### **II. SECOND CONFERENCE GOALS AND FOCUS**

Today, all of the issues addressed by the first Conference have achieved both greater legitimacy and a greater policy salience. Policy makers are daily confronted with the reality of these differences in travel patterns as they attempt to respond to the dramatic increases in travel by women and the disproportionate dependence by women on the car in spite of their lower average incomes. Policy makers cannot hope to address either the rapidly growing demands on the



nation's highway and transit facilities or the environmental degradation that accompanies the staggering growth in the use of the private auto without paying serious attention to very real differences in travel behavior and attitudes among men and women, and among sub-groups of women.

At the same time, there is substantially more research on all of the important issues raised at that first Conference, issues even more crucial today to important planning and policy concerns. There is a need to once again bring together scholars and policymakers focused on women's travel issues, to build a common body of knowledge on how and why women's travel differs from men and from one another, and to suggest the implications of these findings for the planning tools and approaches in common use.

The Second National Conference on Women's Travel Patterns has three overarching goals:

- to bring together and synthesize the best work from a variety of disciplines on the travel patterns, needs, and attitudes of women and their families, with emphasis on traditionally under-represented or minority women and households;
- to evaluate the planning and policy implications of these findings; and,
- to identify missing information or areas in need of additional research and to suggest a series of research questions.

The Conference is informed by the notion that scholars in disciplines as disparate as engineering and sociology, anthropology and economics, are asking important questions about key aspects of the travel behavior of women and their families. Yet a reading of the literature strongly suggests that many of these scholars are unaware of the work of those in other disciplines. As such they short change their own work; more importantly their work does not give policy makers and planners a coherent view of the issues. This Conference will allow scholars from different backgrounds to access the relevant work of others, thereby better informing their own research in the future, while providing a forum for the evaluation and synthesis of the full body of work about women's travel patterns.

The focus of the Conference will be on comparative analyses, that is, those studies that compare the behavior or attitudes of men and women, or those that compare groups of women to one another. Among the specific topics which will be covered are many addressed at the first national Conference:

- women and men's travel by purpose, distance, and frequency at various ages and life cycles
- differences in travel purpose, distance, or frequency among different sub-groups of women

- trends in the use of various modes by women and men and among sub-groups of women
- ergonomics and vehicle design factors which differ by sex
- safety and security issues of special concern to women or sub-groups of women
- differences in female and male response to attributes of the built environment (eg land use patterns, densities, etc.)
- differences in responses or attitudes to governmental mandates, incentives, or policies (eg travel reduction measures, transit incentives, etc.)

Based on these papers, Conference attendees will discuss and debate the following issues:

- do planning models measure, represent, or accurately forecast the travel behavior of women or sub-groups of women?
  - If not, what can we do to make our tools and methods more accurate?
- do current governmental policies and programs recognize and respond to these differential patterns and needs?
  - If not, how can we change our programs to be responsive to the varied needs of women travellers?
- do we have enough information to fully address important policy concerns?
  - If not, what additional research is needed?

### III. CONFERENCE ORGANIZATION

The Conference will be organized by a national Steering Committee lead by Dr. Sandra Rosenbloom of the Drachman Institute of the **University of Arizona** and by Dr. Shirl Byron of the City and Regional Planning Program, the Institute of Architecture and Planning at **Morgan State University**. Members of the Steering Committee may include representatives of the modal administrations in DOT as well as the Office of the Secretary, several state DOT representatives, and several nationally known researchers on travel behavior; Committee membership will be reviewed by the DOT sponsors, as will all policy decisions.

The Steering Committee will meet twice as a group prior to the Conference. The Committee will make all major policy decisions about the Conference including identifying the key issues, identifying scholars or analysts who could present overview papers, conducting a national Call for papers, marketing the Conference to a wide variety of scholars in a number of disciplines,

particularly targeting minority scholars, and, developing criteria for granting travel awards and waivers of the Conference fee to those unable to attend because of finances.

During the Conference, individual Committee members will chair sessions, act as recorders, and facilitate discussion. Once the Conference is over, the Steering Committee will have the task of assisting in the preparation of the Proceedings for publication.

The Conference organization will have four Phases:

### **Phase I**      **Basic Conference Organization**

The Steering Committee will hold its first meeting in Washington DC or at Morgan State to suggest the key issues to be discussed and how best to structure the Conference to focus on those points. The Committee will identify both the topics that could or should be covered in a major plenary session paper and the scholars who could be commissioned to prepare papers on those issues. In addition, the Committee will consider the best way to structure individual or break-out sessions to focus on the needs for additional research and the policy implications of the papers presented.

The Steering Committee will also compose a national Call for Papers, soliciting research from scholars in many disciplines. The Committee will consider which journals, publications, and organizations to target with the Call and how to involve scholars of color as well as those from disciplines not traditionally involved in research for policymaking (eg anthropologists studying family activities).

Finally the Committee will select a site (and a back-up site) as well as selecting the actual dates of the Conference.

Based on these decisions, the University of Arizona and Morgan State will select a hotel in the chosen site, commission papers, and prepare and mail the Call for Papers.

### **Phase II**      **Organizing the Substantive Outline**

The Steering Committee will hold its second meeting, also in Washington DC or at Morgan State to a) review the progress of the authors of commission papers, and b) to evaluate the papers submitted in response to the national Call for Papers. After deciding which papers to accept, they will structure actual plenary and break-out sessions. In addition, the Committee will identify possible (additional) guest speakers for lunch and other plenary sessions.

The Steering Committee will also develop a plan for marketing the entire Conference to scholars from a variety of disciplines, focusing on those that might not be initially interested in the Conference as well as scholars from traditionally underrepresented ethnic and racial groups.

Finally the Steering Committee will decide on a set of criteria to be used to allocate travel

scholarships to those unable to attend without financial assistance.

### **Phase III      Conference Arrangements**

Based on the decisions made at the second meeting of the Steering Committee, Morgan State and the University of Arizona will prepare Conference announcements, print and distribute the Preliminary Program, award travel scholarships, invite additional guest speakers, and work with the hotel on all Conference arrangements. They will also conduct mail registration for the Conference.

### **Phase IV      The Conference and Post Conference Tasks**

During the Conference the Steering Committee members will chair plenary and break-out sessions and serve as recorders where required. After the Conference the Committee will decide which papers should be included in the Conference Proceedings, which should only be included in abstract format, and how to best present the recommendations of participants on additional research needs and planning and policy strategies.

Based on these decisions, the two Universities will edit the papers and Proceedings and prepare a publication.

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